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SUPPLEMENT TO
REPORT

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Briquettes (tons)	50,675	44,261	45,221	48,178)	
Coal dust (tons)	322	214	443	450)	
Raw brown coal (tons)	14,041	12,239	10,982	10,963)	2
Schlammkohle (tons)	5,376	4,956	3,544	3,233)	
Total (BU)	94,038	82,730	88,455	92,571)	
Days requirements	3,7	3,2	3,9	4,1)	1
Supply (BU)	24,153	20,524	29,469	24,186)	
Consumption (BU)	25,885	25,491	22,297	22,787)	3

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4. The following data on coal stocks [redacted] between 10 and 26 January: 25X1

a. Daily requirements available.

Date in January	10	12	18	20	24	26	
Daily requirements	4,8	4,7	3,7	3,4	3,2	3,2	1

b. Total coal stocks available, in tons

Date in January	Hard Coal	Brown Coal	Hard Coal	Raw Brown Coal	Coal Dust
		Briquettes	Slurry	Coal	
10	69,955	24,204	6,517	17,026	504
12	66,546	24,429	6,329	16,013	532
18	50,675	21,366	5,376	14,041	322
20	47,278	19,797	5,125	12,654	278
24	42,824	21,376	4,596	12,832	300
26	40,774	16,662	4,334	12,074	336

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5. On 20 January 1955, a conference was held at the Ministry for Transport in Berlin with State Secretary Szczepecki (fnu) in the chair. The conference was attended by representatives of the GDR railroads, of the Polish hard coal mining, the Polish state railroads (PKP) and by Melms (fnu), special authorized agent of the GDR for fuel supply. [redacted]

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Subject of discussions was the present coal situation of the GDR and the possibility of hard coal imports. Abs (fnu) director general of the Polish coal mining explained that favorable results were reached by Polish locomotive engineers in the consumption of hard coal slurry. His statements were confirmed by Krzemieniecki (fnu), chief of the engine service of the PKP. Coal slurry is usually added to hard coal at a ratio of 25 percent but some locomotive engineers have used up to 80 percent coal slurry. The PKP offered to arrange test rides and interviews with Polish locomotive engineers for German representatives.

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The delivery of a hard coal which does not form slag and has high melting point was requested. In addition to its caloric values, the behavior of the coal on the grates is important. The occasionally poor quality of coal slurry as well as of hard coal was criticized and it was requested that hard coal deliveries be subjected to quality specifications. A considerable increase of coal slurry imports to ease the critical coal situation of the GDR was suggested by Melms. It was pointed out that the consumption of 4 to 5 types of coal was impossible for the GDR railroads since the repeated change between hard coal, briquettes and raw brown coal causes damages on fire-boxes and leaks in pipings. Therefore a regular delivery of quality coal had to be demanded and measures had to be taken to guarantee the supply of sorted coal by the Bws.

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1. Comment. Compared to the last reported status of 15 January for which 4 days' requirements were recorded, total coal stocks remained about constant 4.1 days' requirements on 2 February. 25X1
 According to an unconfirmed information, a government order was issued to the effect that total coal stocks of the railroads were not to exceed 4 days' requirements in view of the over-all coal situation of the GDR. These coal stocks will be insufficient to prevent critical situations of the railroads similar to those which occurred around Christmas 1954. 25X1
2. Comment. Total coal stocks on 2 February amounted to 92,571 tons (BU). The hard coal proportion of total coal stocks, which on 11 January 1955 was increased 21 percent to 39 percent. 25X1
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3. Comment. During the reported period, 89,332 tons (BU) of coal were supplied and 96,460 tons (BU) were consumed. 25X1
4. Comment. This conference was probably held in view of the critical coal situation of the GDR railroads. The consumption of coal ~~slurry~~ and raw brown coal by locomotives is known. 25X1

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